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ATTACH. #

Approved For Release 2000/05/04 : CIA-RDP67B00511R000100190005-6

DATE: 13 Sep 63

TIME: 2 pm

We called them X

They called us _____

COMPANY: VEN

ADDRESS: _____

PERSONS SPOKEN TO: DEB

TEL. NO.: _____

SUBJECT: Vac Ion

DISCUSSION:

- ① Dangers in turn off : (a) Won't start ; (b) Heats up and causes further outgassing.

Proposal: Put connector on line from Pins B & D of Q-5 between Q-5 and wheel well [↑] GND ckt Breaker. Hang battery ^{with} red flag on wheel doors (from 120 to Pad, & back) and open ckt breaker to keep vac-ion going. Connector on ship

DECISION: needs blind cap to assure no short ckt, when battery unplugged.

ACTION:

FOLLOW-UP:

AGREEMENT: DEB will check idea & implement unless we hear otherwise within 1 week. PFF will tickle himself every 6 months and see if vac-ion can safely be turned off. Only ships we use will have this extra connector.

SIGNATURE: MDR

FILE: CUSTOMER/SUPPLIER CONTACT

ATTACH, # 2-A

September 18, 1963

9/24
Dear Milt:

Enclosed is schematic diagram showing the method our electrical people would like to accomplish this ground power connection.

You will note on AR71 that wire E on plug Q5 is spare. If pins B & C were spliced into, we would still have to pull the circuit breaker to prevent current going upstream to relays, etc. Actually the enclosed schematic makes the power an alternate source without opening breaker. I am giving copies of this to [REDACTED] so if you see any problems, let me know.

STATINTL

We would like to make this change on a temporary basis a ship at a time until we all learn more about your pumps.

Regards,

Don
[REDACTED]

STATINTL

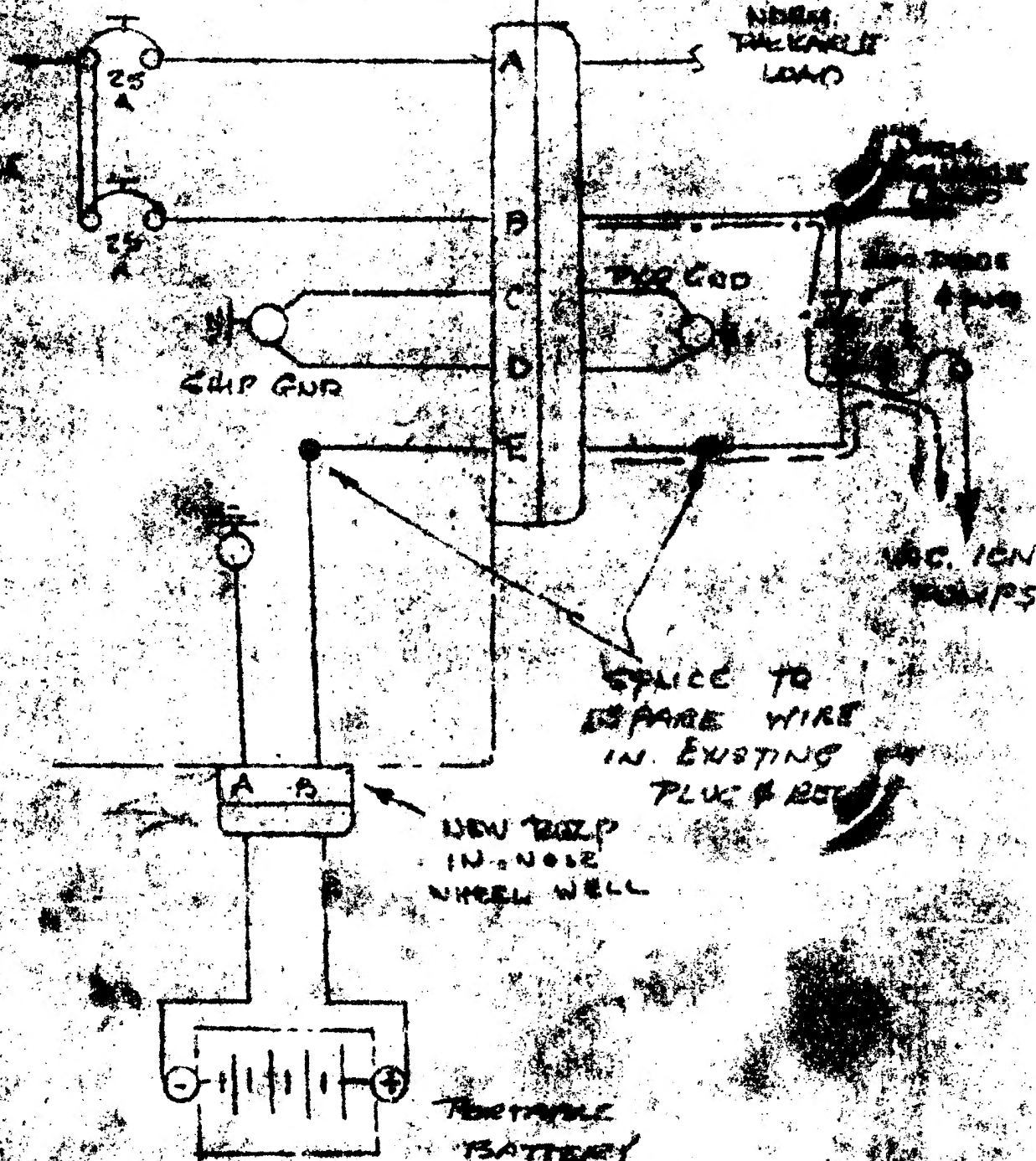
kld

9-16-63

ATTACH. #2-B

SHIP PKG

CIRCUIT BREAK PANEL
NWW



POWER TO PUMPS IN FLIGHT
POWER TO PUMPS ON GROUND

NOTES: MTR 307-4111
7 OCT 63

STATINTL

FROM: [REDACTED]

SUBJECT: Vac Ion Power

CC: ELB, BD, PK, RML, RS

I have reviewed the note from [REDACTED] dated September 18, 1963 and have the following comments:

STATINTL

a. We would like to eliminate the fuse between the diode and the vac ion power supply as is suggested since it would increase our reliability. Unless there is some objection from the vehicle people, which we don't foresee, we will omit this fuse.

} afraid
of back
flow thru
relays, ok
Keep Diode,
eliminate
fuse

b. We would like to know the type of connector they are planning to use in the wheel well so that we can make up our battery and harness to mate.

c. [REDACTED] will assume the responsibility of making the necessary changes in our harness (on the package side of Q5) to accommodate the diode and "E" wire. He will make up a suitable jumper harness so that the vac ion supplies will run without the system package.

STATINTL

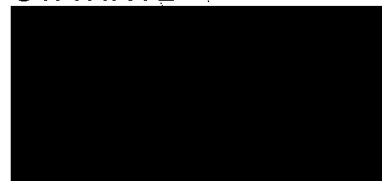
d. My Group will supply the portable battery and necessary harness connectors to mate with the connector in the wheel well.

STATINTL

Will you please convey this to [REDACTED] and obtain the information requested in a. and b. above.

A copy of Don's schematic is attached.

STATINTL



PFF:lc

Attachment